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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO. 50X1-HUM

COUNTRY East Germany

DATE DISTR. 4 December 1952

SUBJECT Werneuchen Airfield

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SUPPLEMENT TO REPORT NO. 50X1-HUM

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Air

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WERNEUCHEN Airfield1. Aircraft Count:

38 IL 28 aircraft
2 UIL 28 "

3/4 LI 2 "
4/5 PO 2 "

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2. Distinguishing Marks etc:

The IL 28 aircraft were dispersed on the Southern taxi-track in front of the hangars. These aircraft were silver-grey in colour and had the conventional Soviet red star markings.

3. Air Activity:

- 1 Sep 52: (a) 3 IL 28 aircraft took off.
(b) 4 LI 2 aircraft took off.
(c) 6 PO 2 aircraft took off.
(d) 3 MITCHELL or similar aircraft took off.
(e) Night flying carried out by PO 2 aircraft.

- 2 Sep 52: (a) 2 formations of 2 IL 28 aircraft took off.
(b) 24 IL 28 aircraft took off.
(c) 4 IL 28 aircraft were observed [REDACTED]
(d) 2 LI 2 aircraft took off.
(e) 2 MITCHELL or similar aircraft took off.
(f) 2 unidentified twin-engined aircraft were observed [REDACTED]

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- 3 Sep 52: (a) 2 formations of 3 IL 28 aircraft took off.
(b) 6 IL 28 aircraft took off.
(c) 2 LI 2 aircraft took off.
(d) 2 PO 2 aircraft took off.

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4. 4 Sep 52: (a) 2 LI 2 aircraft took off.
(b) 4 PO 2 aircraft took off.
(c) 3 formations of 2 IL 28 aircraft took off.
(d) 26 IL 28 aircraft took off
(e) 2 IL 28 aircraft observed with drogue.
(f) 3 MITCHELL or similar aircraft took off.
(g) 1 MITCHELL or similar aircraft observed [redacted]
(h) Night flying by IL 28 aircraft. 50X1-HUM
- 5 Sep 52: (a) 3 LI 2 aircraft took off.
(b) 2 PO 2 - do -
(c) 2 MITCHELL - do -
(d) 17 IL 28 - do -
- 10 Sep 52: (a) 3 formations of 2 IL 28 aircraft took off.
(b) 26 IL 28 aircraft took off.
(c) 2 LI 2 - do -
(d) 4 PO 2 - do -
- 11 Sep 52: (a) 9 formations of 2 IL 28 aircraft took off.
(b) 19 IL 28 aircraft took off.
(c) 2 IL 28 - do -
- 12 Sep 52: (a) 1 formation of 4 IL 28 aircraft took off.
(b) 4 formations of 2 IL 28 aircraft took off.
(c) 16 IL 28 aircraft took off.
(d) 4 PO 2 - do -
(e) 3 LI 2 - do -
(f) 2 IL 28 - do - [redacted] 50X1-HUM
- 13 Sep 52: No flying observed up to midday.
4. IL 28 aircraft taking off in formation take up positions on the runway in pairs. In some cases the second aircraft waits until the first is airborne before opening up, but in others, the second aircraft opens up 100-150 m behind the first.
5. On 12 Sep 52 it was noticed that three quarters of one [redacted] was missing 50X1-HUM when it was dropped on the Airfield.
6. Grass Landing Strip:
IL 28 aircraft are [redacted] taking off as well as landing 50X1-HUM on the grass landing strip immediately North of the runway. The surface of this strip is [redacted] very firm. When this strip was 50X1-HUM laid out, the process of covering the whole strip with soil and rolling [redacted] several times before grass was finally sown. 50X1-HUM
7. W/T Installation:
The W/T installation on the North-Eastern side of the airfield by HIRSCHFELD is still in position. A cable is [redacted] to connect 50X1-HUM

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the W/T vehicles stationed by the runway to the main power supply.

8. Flak:

The 8 guns of the heavy AA battery on the North-West side of the air-field are [] 8.4 cms calibre. Bunkers are being dug for the crews of these guns, with the entrance leading in from the gun pit, a considerable amount of earth was dug out for this purpose and beams of 20-30 cms thickness were placed over the dugout. This was followed by a further layer of beams across the first at right-angles. The excavated earth was then replaced as a top covering.

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9. The MT shelter near the heavy battery has now been completed and houses 14 LKWs belonging to the battery. []

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10. The 4 light AA guns [] adjacent to the South-West corner of the taxi-track are still in position.

11. Fuel Installations:

The work of installing the fuel tanks on the South side of the Southern taxi-track has not been started.

12. Construction Programme:

On the Northern taxi-track six more concrete extensions to the hard-standings remain to be completed. On the Southern taxi-track the centre strip of concrete of three hard-standings remains to be laid; in this case the extensions to the hard-standings are being completed in the same operation.

13. Earth has not been filled in to the first blast wall round the extended hard-standing and [] a modification in design is likely to take place owing to the large quantities of earth likely to be required.

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14. The second blast wall to be completed varies from the first in that the walls only come some 16 m from the hard-standing. The distance from the end of the concrete extension to the base of the V indent at the end of the enclosure is 7 m. The side walls are stepped

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from 3 m in the front to 4 m and 4.50 m. The rear wall has a consistent height of 4 m. Gaps between the side walls and the V-shaped rear wall are approximately 1.50 m. Each end of the rear wall protrudes some 2 m outside the side walls. Strengthening beams of 20-25 cms thickness are used on both sides of the blast wall. These beams join the wall at a height of approximately 3 m and extend into the ground some 2 m out from the base of the wall. See sketch at Appendix 'A'.

15. In order to save concrete the 6 cms reinforced concrete slabs used for the walls of the aircraft shelter are now have large panels of only 3 cms concrete.

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16. a new road is being constructed from the centre of the Northern taxi-track to the fuel dump immediately to the North. This road has been prepared for 200 m from the taxi-track and has been excavated to a depth of approximately 30 cms; the actual depth of the excavation varies slightly according to the undulation of the ground.

17. Tarmac Installations:

The six red box-shaped installations on the Southern taxi-track are now considered to have nothing to do with the starting of aircraft engines, but no idea of their real purpose has yet been formed.

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18. IL 28 Aircraft Pre-flight Inspection:

A number of IL 28 aircraft are undergoing an undercarriage inspection at the South-West corner of the taxi-track. The inspection is brief and is carried out by a mechanic waiting on the taxi-track for the purpose; after carrying out the inspection the mechanic steps back, salutes the pilot and the aircraft then proceeds to the take-off point on the runway. From observation it is thought that this inspection is carried out on aircraft which have carried out one or more landings.

19. Bombs:

Two railway loaded with bombs came into the airfield. Each

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[] was marked with an explosive warning bill approximately 40 x 30 cms, which consisted of a black background and a white bomb or onion-shaped sign. The bombs were [] roughly 1.50 m long and 25-30 cms at the greatest width near the nose. The tails of the bombs were cylindrical and the actual fins could not therefore be observed. These bombs were olive-green in colour and had no distinguishing marks. They were considered to be the equivalent to the German 150 kilo bomb.

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20. Aircraft Equipment:

No further information [] on the fitting [] seen under the wing between the engine and the fuselage, except that it is [] resembling a bomb rack of the type fitted to the German Stuka.

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21. Distinguishing Badges - Flak Personnel:

The SBs of the Flak personnel are [] black with red piping and a badge consisting of a gold grenade crossed by some form of side arm. Other personnel have been noted to wear the same SB with a gold star and the W/T lightning flash..

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22. Vehicle Numbers:

The following vehicles [] were noted in or around the airfield:

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[]	LKW	[]	LKW	[]	LKW
	LKW		LKW		LKW
	PKW				

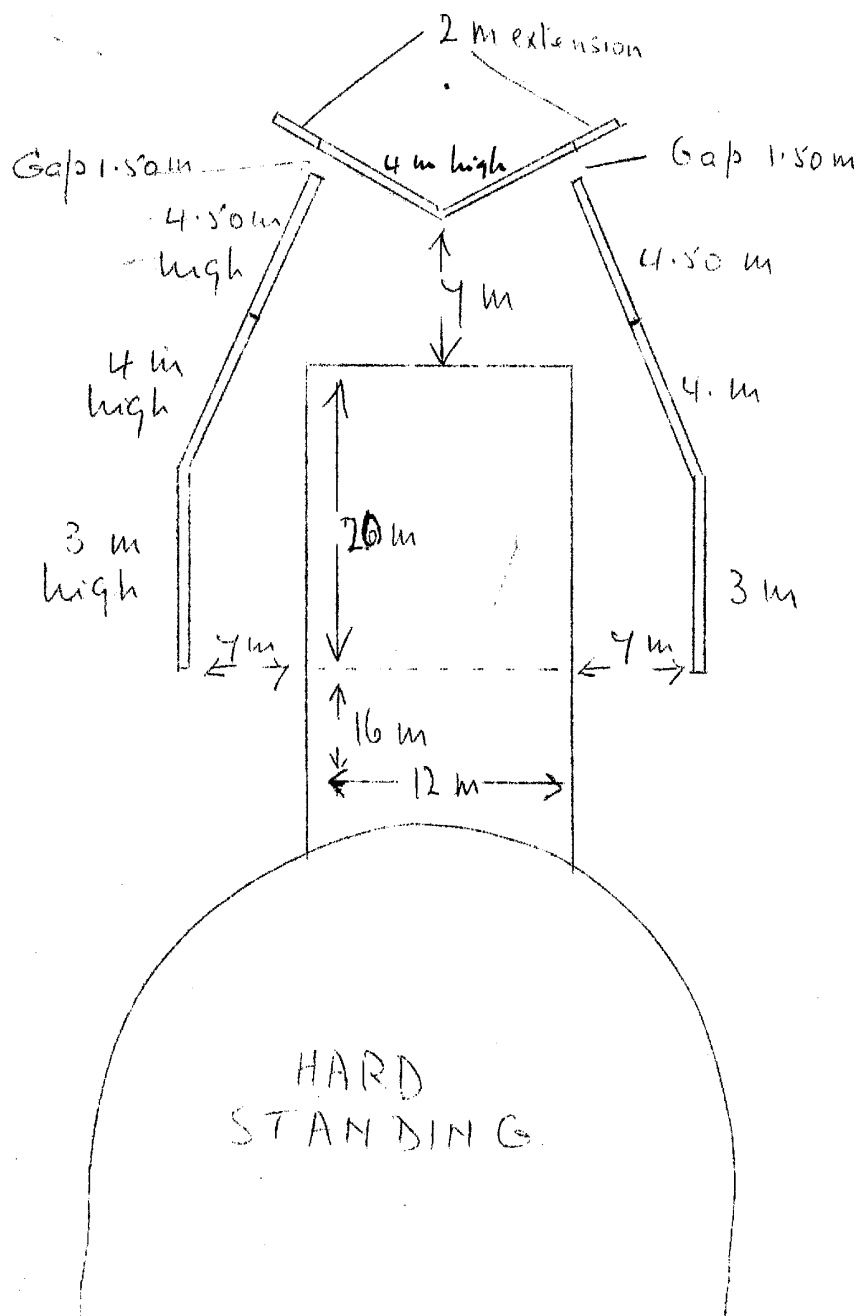
23. Bau Union Workers:

[] a number [] are leaving Bau Union at this airfield. As far as is known few if any [] at this airfield have been transferred to work on air-strips elsewhere although a few have been drafted to railway line repair and maintenance work in the BRANDENBURG area.

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AIRCRAFT SHELTER



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